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Vol. CCII, No. 2641
SEPTEMBER 16, 1950

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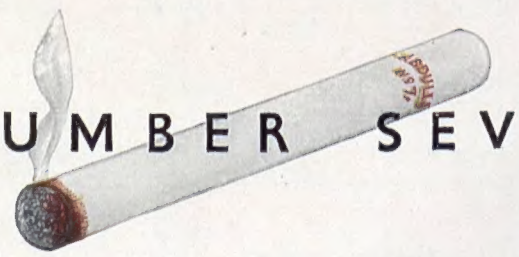

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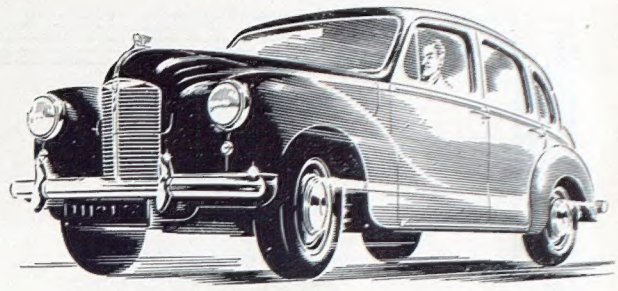

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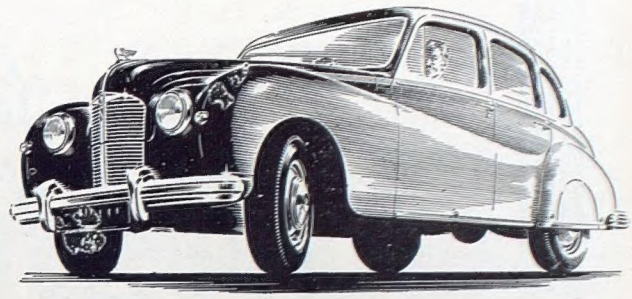

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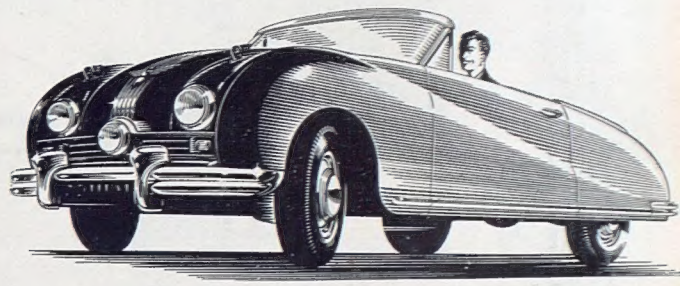

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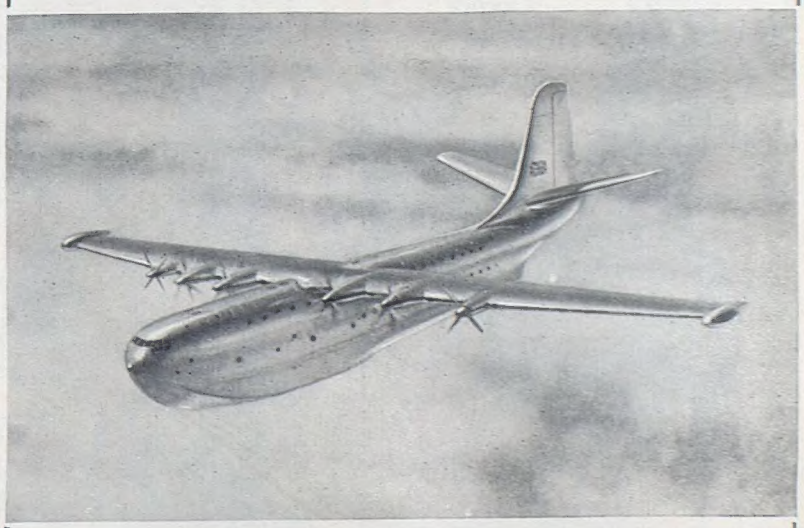

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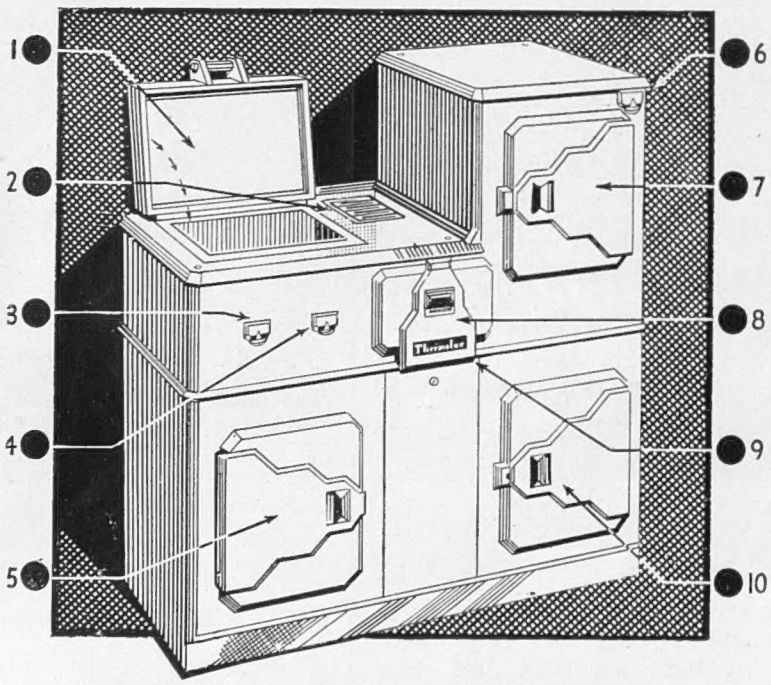

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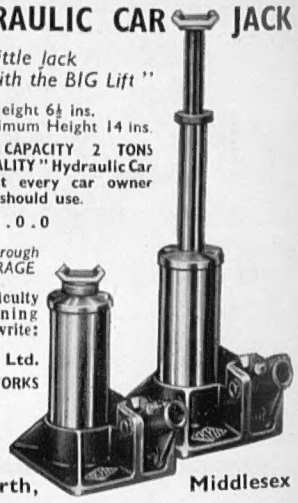

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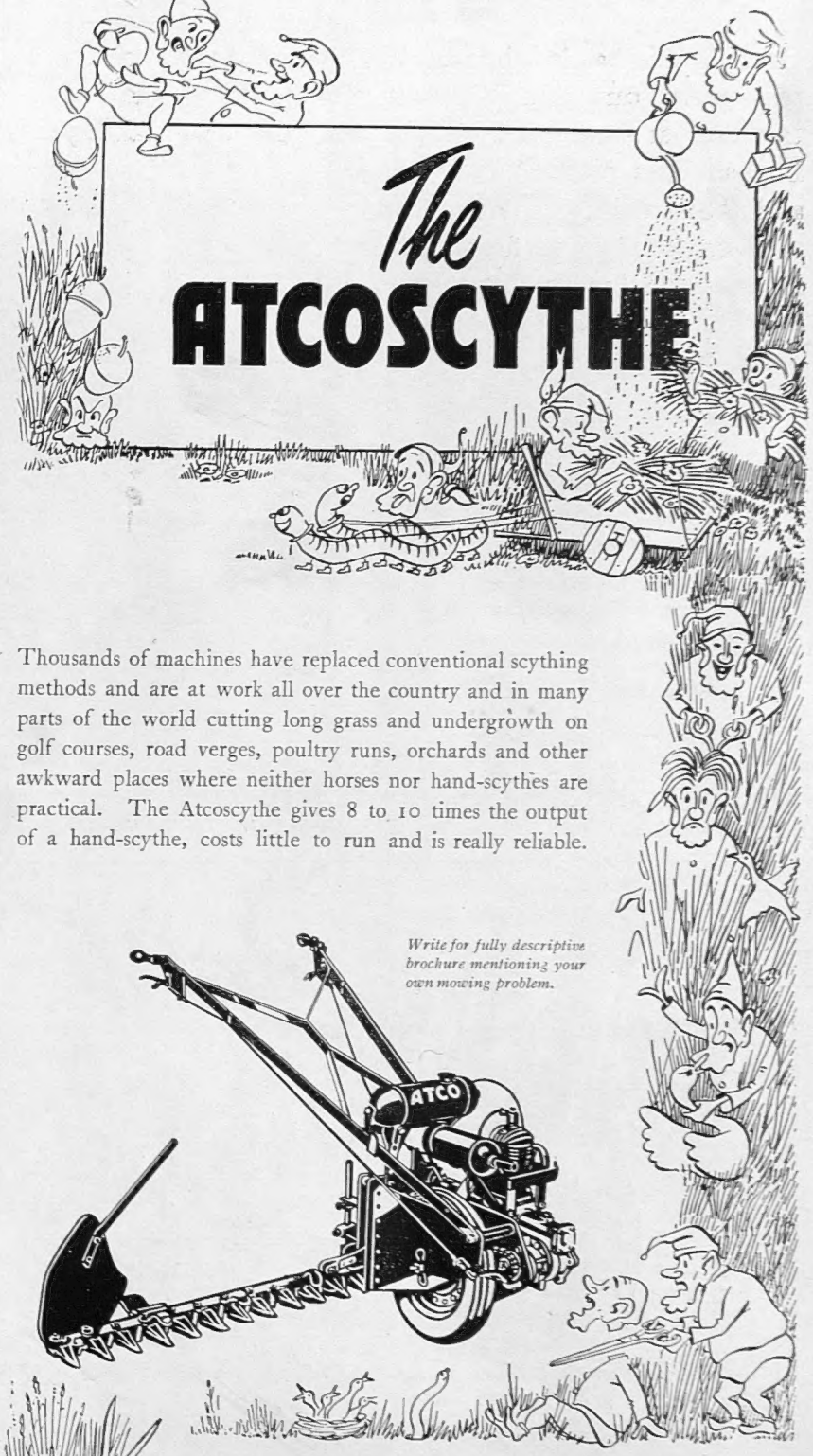

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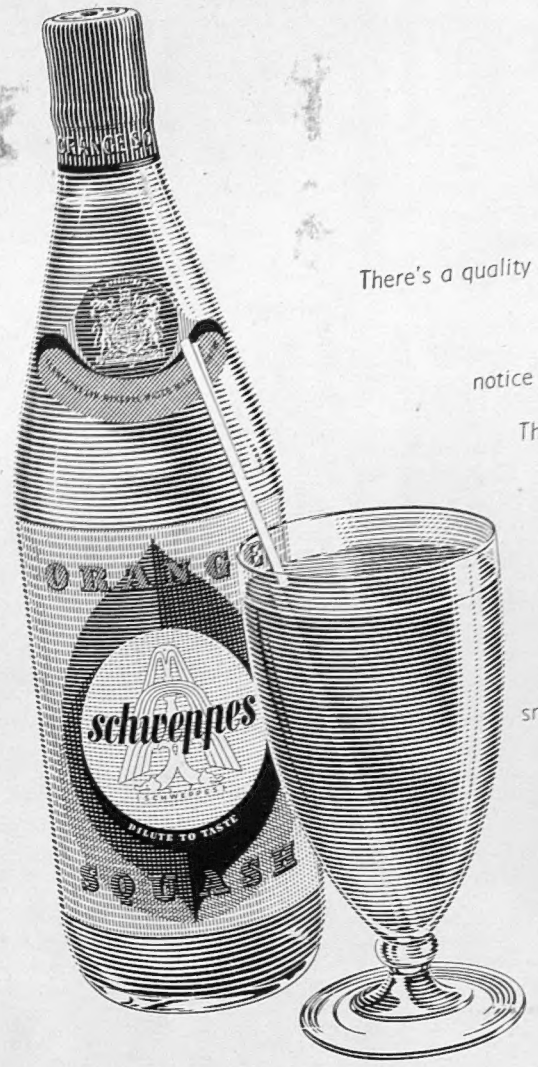

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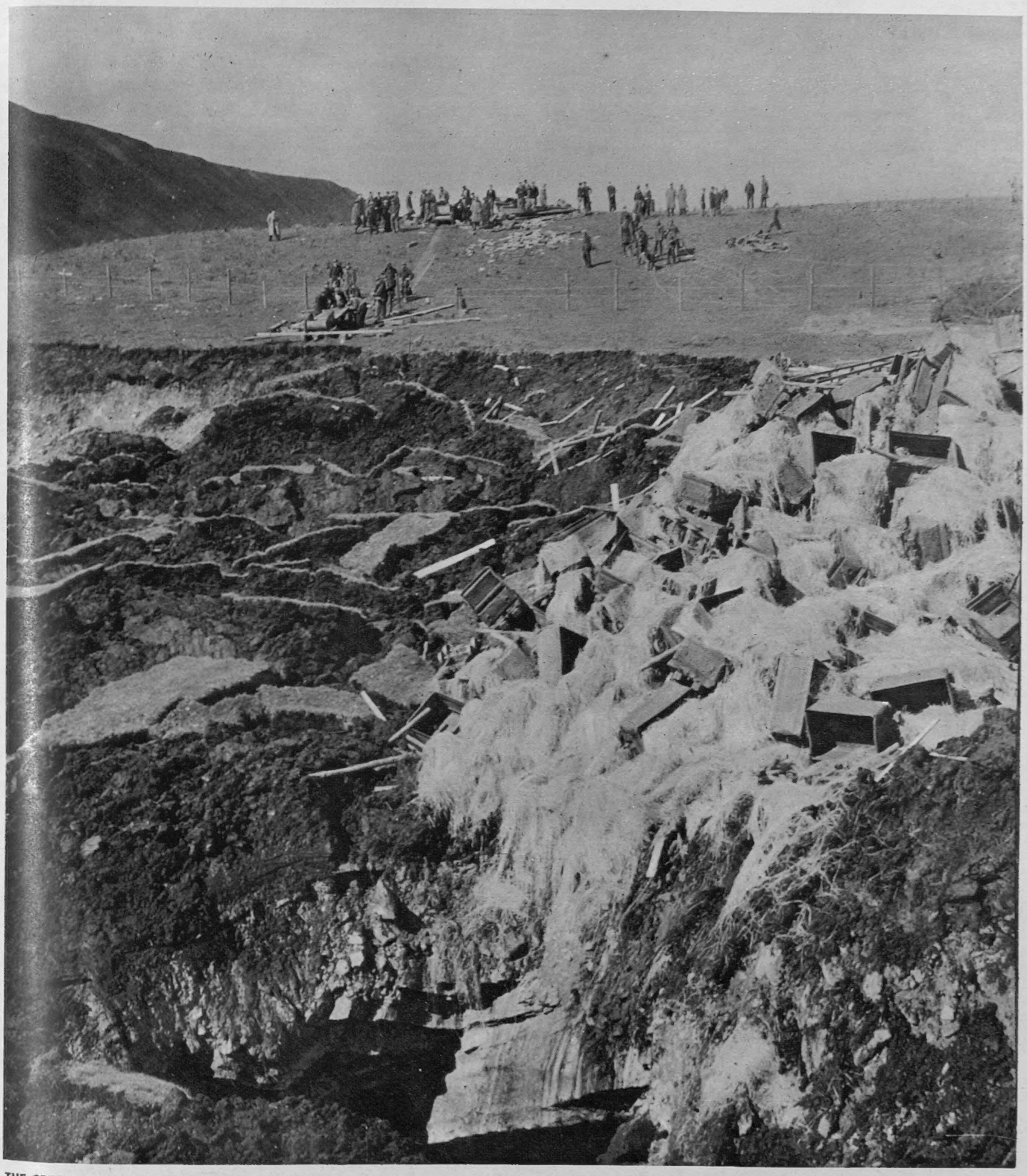


THE GREAT CRATER AT THE KNOCKSHINNOCH CASTLE COLLIERY—THE GROUND SURFACE ABOVE THE AYRSHIRE COLLIERY CAVED IN AND FORMED THIS HUGE CRATER AND AS A RESULT OF THE SUBSIDENCE 129 MINERS WERE TRAPPED BELOW GROUND: Rescue teams threw straw and coal tubs into the crater in order to check further subsidence. Running into the crater was a burn, and frantic attempts were made to dam this to keep water out of the workings. After 53 hours 116 miners were brought safely to the surface

One of the most dramatic and successful rescue efforts in the history of the coal mining industry took place last weekend at the Knockshinnoch Castle Colliery, New Cumnock, Ayrshire. Of the 129 miners who were trapped 720 ft. below ground, when the ground above them subsided, 116 were saved, making their escape through a tunnel drilled in a 30 ft. thick seam of coal and linking up with a neighbouring disused working. When the hole was drilled it was found that the gas was still present in dangerous quantities. Finally, despite the weakened condition of the men, it was decided to bring them through the gas wearing breathing apparatus. The first man was brought out at 3.45 p.m. last Saturday, but it was not until 1.30 on Sunday morning that the last of the 116 men was safe. The search went on for the missing 13.

Postage— Inland, 2½d. ; Canada, ; 1½d. ; Elsewhere Abroad, 3d.

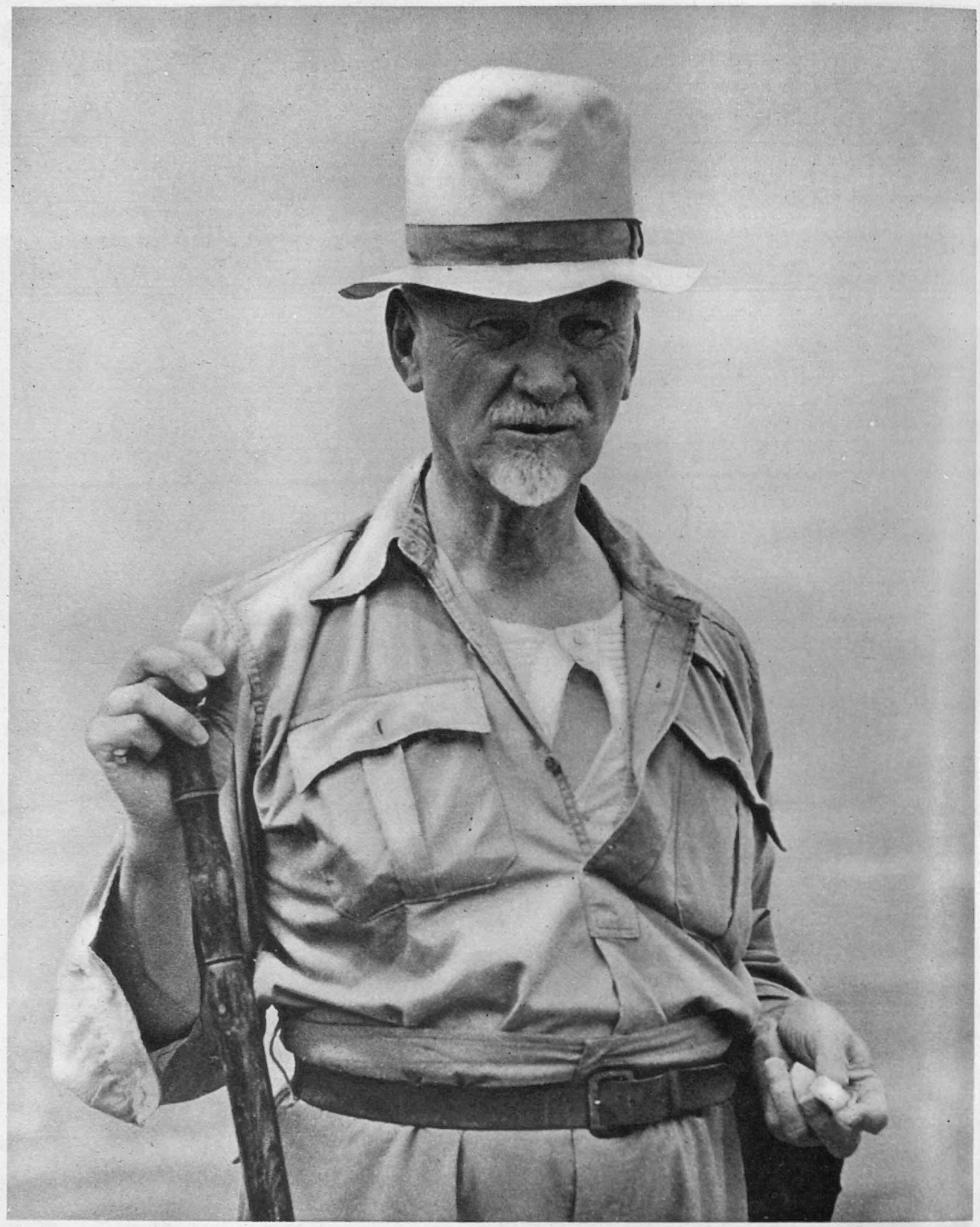
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

A Nice Change.—For nearly a week I have not put pen to paper—save to note down the day's bag—nor read a newspaper nor heard the cheerful evening news bulletin. As a change it is not for the worse. In my daily round there is so much news, and all, or nearly all it seems, of it so bad; and in the South of England there are so many people, all apparently bound the same way as I am. They are not, of course, like the news, most of them bad. They are nearly all nice people, but somehow we get in each other's way and plague each other sadly. It is only in the open spaces, the remote highlands, that each person seems to count and to be useful. If your car gets bogged in Suburbia, people pass you at 50 m.p.h. in dozens, and no one stops. But if you break down in some inaccessible burn-splash in the far hills, someone invariably drops out of the blue with the right advice or tools, and your hopeless situation is retrieved. I wonder, if there were less news, whether what there was of it would be good and useful and helpful—and now I must resume my normal life and spell through the bulletins and leading articles again. I regret it.

Party Political—Several readers wrote to me voicing their dislike of party political broadcasts, of which (we understand) Mr. Churchill's long announced effort initiates a further series. For my part I have always detested them and I share my correspondents' concern. I find them boring and tiresome. They make big men descend to meanness of soul and small men (the bulk of the orators) positively wallow in their little puddles. Indeed, there is more vigour and humanity in the backyard exchanges of neighbour harridans in mean streets. Mr. Churchill can never be anything but forceful and frank. He must be a "bonny fighter" all the time. He has not Mr. Eden's gentle tact and moderation, and accordingly he brings out all the bitter anger and resentment of his more vulnerable Socialist opponents, since his wit and art are barbs for thin skins and thin policies. Mr. Winston Churchill at his most "non party", in his gravest hours of oratory, can't resist his pointed phrases, and the Bevans and Shinwells and even quiet Mr. Attlee are stung to riposte and recrimination. Thus these broadcasts are quite inevitably petty and must still further divide the nation at a time when unity of spirit in the nation is most essential; at a time when the party dog-fight is boring, *vieux jeu* and unhelpful to a degree. We are perfectly aware that all statesmen are shortsighted and possess every human frailty and we do not need to be informed of a commonplace by the chosen orators of the rival parties.

MacArthur—This famous American general has been for a very long time in splendid isolation and supreme command in the Far East. And often enough his forceful character and decisive views have offended or run counter to administrators at home. Such a position, with its immense responsibilities, might well make a small man grow too big for his boots and even affect the balance of a big man which no doubt MacArthur is. He is not I think a universal hero to the average young U.S. officer. He has characteristics in common with one of our own Great War leaders and his long isolation and lonely state might well turn such amiable vanities into dangerous channels. But of late the General, one might suppose, would have had his hands too full of anxiety in his principal field of activity, the prosecution of a difficult military operation, to spare much time to political questions, let alone to party-political matters. And always I am struck by the curious roundabout methods by which American leaders put out their views, when they feel strongly, quite often disregarding the President and short circuiting every normal channel of communication between a Military Commander in the field and his service or political leaders at home. He may "sell his story" to some journal of strong political colour, or release his bombshell to an obscure audience of some ex-service men's organization. Such methods are not unknown in this country but they are rare in the case of soldiers in the field and the MacArthur incident suggests that democratic undiscipline is more advanced in the U.S. than in Great Britain.



THE LATE JAN CHRISTIAN SMUTS—ELDER STATESMAN OF THE BRITISH COMMONWEALTH OF NATIONS: The great South African, who died this week, will be remembered, first and foremost, for his part in helping to bring South Africa to nationhood after the Boer defeat and for the great vision with which he guided the fortunes of his country after the death of Botha. Later, in the realm of world affairs, his stature increased with the years; though he remained more honoured beyond the confines of his own land.

Cricket's Happy Ending—Surrey's victory over Leicester enabled her to share the County Championship with Lancashire. I was the more glad of this because of Lancashire's ca'canny in the vital match. It is 36 years since Surrey was at the top. The new scoring system seems to encourage ties. Last year it was Yorkshire and Middlesex. You have to go back to 1889 for another Championship tie under a different system of scoring. Test Cricket is rather inclined to spoil the County Championships, since star county players are all too often engaged elsewhere. But the West Indians' tour did not unduly embarrass the County Championship and there were commendable and encouraging proofs of good teamwork and team spirit in the Counties. For my part, I wish we could pay more attention to our home championship and hear rather less about international cricket. But cricket in England is in quite a healthy state. I find encouragement and hope for our great national game; and what a game it must be to have come through two world wars, austerities and social revolutions and to have kept its spirit undiluted.

THE OLD STAGER

Owing to a dispute between the London Society of Compositors and the London Master Printers' Association, the proprietors of THE SPHERE *were unable to produce last week's issue. The present issue has been produced only after considerable difficulties, for which we ask our readers' indulgence.*

THE HULL OF H.M.S. "BRECONSHIRE" APPEARS ABOVE THE WATERS OF MARSA XLOK: The 9,600 ton merchant ship was sunk at Malta, when engaged in supplying the island during the war. She lay in about 60 feet of water.

AFLOAT FORWARD AND WITH THE BILGE KEEL LIFTING FROM THE BOTTOM: Three salvage ships and a team of eight divers were used for the operation under Captain O. T. Harrison, Chief Salvage Officer.

THE "BRECONSHIRE" FLOATS AGAIN: Salvage work began in April and the ship rose to the surface in Marsa Xlok, a bay in Malta, on August 14th. The hulk has been bought by a private firm in Malta, and has been towed to Genoa, patched and bottom upwards, but buoyant, for breaking up.

RAISING H.M.S. BRECONSHIRE

AFTER FOUR MONTHS SALVAGE WORK AT MALTA

Captain O. T. Harrison, Chief Salvage Officer for the Boom Defence Department of the Admiralty, with the assistance of Mr. V. Campbell of Belfast; Mr. R. T. Brown of Fareham and Mr. G. Jones of Portsmouth, was responsible for the raising of H.M.S. "Breconshire", sunk during the war in 60 feet of water about a mile out to sea. The salvage work began in April with the cutting away of 700 tons of superstructure and ended in August

READY FOR THE JOURNEY TO THE BREAKERS' YARD: Divers were still attending to leakages aft when this picture of the re-floated 9,600 ton merchant ship, H.M.S. "Breconshire" was taken. She was sunk about a mile out to sea and there were bombs and other explosives still in her holds. Considerable hazards and technical difficulties had to be faced before the "Breconshire" was successfully raised to the surface, after which she had been made buoyant by pumping compressed air into the hull.

THE GREAT CRATER CAUSED BY THE SUBSIDENCE WITHIN THE WORKINGS AT THE KNOCKSHINNOCH CASTLE COLLIERY, NEW CUMNOCK, AYRSHIRE : Above— This aerial view of the crater shows its relationship to the colliery workings which are in the background. Below—The crater into which the water seeped from a burn; a close up view. A dam had to be built across the crater to wall off the movement of mud, but heavy rains at the weekend threatened to swamp the crater and impede those toiling below to reach the last thirteen men.

THE AYRSHIRE PIT RESCUES

THE ANXIOUS HOURS OF WAITING AT THE PITHEAD: A group of men and women, many of them relatives of the entombed miners, seen at the Ayrshire colliery as they awaited news from the rescue squads which were working 720 feet below ground. In the foreground are members of the Salvation Army who did much to comfort those who waited.

THE RESCUE SQUADS GO DOWN AND THE RESCUED MEN COME UP: Left—Members of a squad, equipped with breathing apparatus, entering the workings at Knockshinnoch Castle colliery. Right—Relatives look on from a distance while one of the 116 rescued men is brought to safety. The morale of the men throughout their long ordeal was truly remarkable. There was special praise for a young miner, Dave Jess, who sang a number of songs and gave several comedy turns at an underground concert.

THE AMERICAN CATHOLIC VETERANS PILGRIMAGE TO NORMANDY: Open air Mass being celebrated on Omaha Beach when the veterans, who came over from the United States specially for the occasion, paid tribute to the 30,000 American soldiers who lost their lives on this battlefront in 1944. The altar was set up on a former German gun emplacement.

A FOREIGN NEWS SURVEY

RIOTS IN BERLIN AND SOVIET-AMERICAN GOODWILL IN OCCUPIED VIENNA

THE ARREST OF DANTA SPADA: The 23 year old Italian, who was responsible for many large-scale robberies on the Riviera during the Summer, seen after his arrest, when he covered his face to avoid being photographed. Most of the stolen jewels which Spada hid in a rented villa have been recovered. One of his victims was Madame Schiaparelli.

DR. JOHN M. CHANG SITS AGAIN AT THE UNITED NATIONS SECURITY COUNCIL TABLE: The representative of South Korea took his seat when the Presidency of Jacob Malik came to an end, and Sir Gladwyn Jebb took his place. For over a month there had been wrangling over procedural rules concerning Dr. Chang.

IN THE MIDST OF THE COLD WAR, OCCUPATION TROOPS IN AUSTRIA EXCHANGE THE HAND OF COMRADESHIP: Left—An American Lieutenant and a Red Army Captain shaking hands when military control of occupied Vienna's International District rotated from Red Army to American hands. In a 30 minute ceremony Russian troops passed in review order before U.S. officers and warm greetings were exchanged, said one eyewitness. Right—General Swift, the U.S. Commandant and General Borejko, Soviet Commandant, side by side as they took the salute.

DISPERSING COMMUNIST DEMONSTRATORS WITH A WATERTHROWER: This was during the height of the battle between Berlin police and about 600 Communist demonstrators who tried to storm the West Berlin City Hall. Fifteen Communists were arrested as they distributed propaganda leaflets, some of which said, "Americans Go Home", "Korea for the Koreans", and "Germany for the Germans". West Berlin Police sealed off the city hall entrances, and then dispersed the Communists as depicted here. This was the first time waterthrowers had been used in Berlin for this purpose. The method is widely used in Italy, where coloured water subsequently identifies those caught up in the disturbance.

ROYAL BRAEMAR

The King and Queen at the Braemar Royal Highland Society Gathering

PRINCESS ROYAL PARK, BRAEMAR: The scene during the gathering of the Braemar Royal Highland Society which was attended by a crowd of 30,000. On the left is the Royal Pavilion from which the King and Queen and Princess Margaret watched the games. The Royal party also included the Duke of Kent, Prince Michael and Princess Alexandra.

MASSED PIPE BANDS CIRCLE THE FIELD AT THE OPENING OF THE BRAEMAR GATHERING: First, Mr. George M'Lennan of Aberdeen, son of the winner of the pipe tune competition of the Royal Braemar Society, played his father's composition "The Braemar Gathering" as a solo at the piping platform and it was then taken up by the massed pipers and drummers. "The Braemar Gathering" has been adopted as the official tune of the Society. Its composer was the late Pipe-Major George S. M'Lennan of the 1st Bn. Gordon Highlanders.

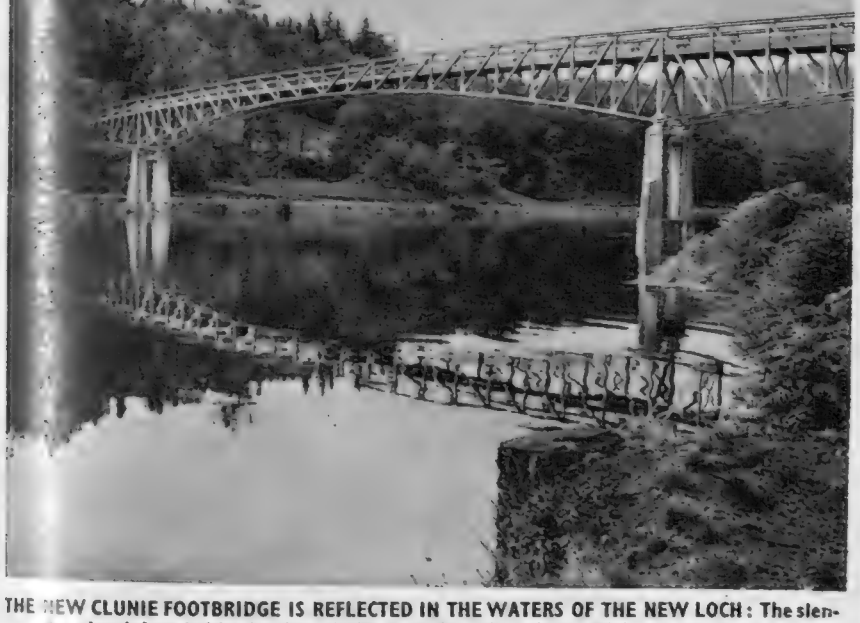
THE ROYAL PARTY AT BRAEMAR: The King and Queen and Princess Margaret watch the games from the Royal Pavilion. The King was in Highland dress, with hunting Stewart tartan.

CAPTAIN FARQUHARSON AT THE MICROPHONE: As a patron of the games, Captain Alwyne Farquharson of Invercauld was with the Marquess of Aberdeen, Lord Lieutenant of the County, to receive the Royal party on their arrival at Braemar.

THE NEW LOCH ABOVE PITLOCHRY DAM: A boat is seen lying across the roadway which once led to the Pitlochry recreation ground. Now it leads into the loch which has been created by the completion of the new dam and which is at its full depth, that is 50 ft. above the bed of the River Tummel. During the Autumn electricity will begin to be generated at Pitlochry, and so another section of the great Tummel-Garry hydro electric scheme will come into operation.

SCOTLAND'S NEWEST LOCH

A PICTURESQUE STRETCH OF WATER BEHIND THE PITLOCHRY DAM



THE NEW CLUNIE FOOTBRIDGE IS REFLECTED IN THE WATERS OF THE NEW LOCH: The slender aluminium bridge has been built to replace the bridge which was blown up because the waters of the reservoir behind the Pitlochry dam rise several feet higher than did the parapet of the bridge. Below—The wall of the new Pitlochry Dam.

LOOKING FROM PITLOCHRY DAM ACROSS THE WATERS OF THE NEW LOCH: In the middle distance the youth of Pitlochry once played football, now the old recreation ground is many feet below the surface.

When the North of Scotland Hydro Electric Board first proposed this multiple power project, which is known officially as the Tummel-Garry scheme, there was an impulse locally and nationally to oppose it. Inevitably the Board won the argument, and it appears also that they have won over local opinion. Already the town of Pitlochry has been given a public park to replace the one which is now drowned behind the Pitlochry Dam, and it is evident that the loch, which has been formed beside the town, constitutes a first class tourist attraction. The new roads which have been made for public use are also a powerful attraction as they open up many new and distinctly pleasing prospects for the tourists.

THE CLIFFS OF CAYMAN BRAC, ONE OF THE THREE ISLANDS IN THE CAYMAN GROUP IN THE CARIBBEAN SEA: The picture was taken from the deck of the S.S. "Caymania", the steamer which maintains contact between the Islands and Jamaica. Most of the settlements on Cayman Brac are on the beaches at the foot of the cliffs. The main crop on the island is the cocoanut, and revenue is also derived from turtle shell. The Caymans, covering in all 93 square miles, were discovered in 1510 by Christopher Columbus. The total population of the three islands is 6670.

LIFE AMONG THE CAYMAN ISLANDS

A LITTLE-KNOWN ISLAND GROUP IN THE CARIBBEAN

Apart from their importance to philatelists, the three islands of Grand Cayman, Cayman Brac and Little Cayman are amongst the least well known parts of the Empire. They rarely figure in the news and they are even more rarely visited by travellers. The majority of such visitors as they see are transit passengers on the "Caymania", which plies between Kingston in the parent colony of Jamaica, and Belize in British Honduras. Since the war, 'Caribbean International Airways' have started a modest flying-boat service between Tampa in Florida and Kingston.

The connection between the Cayman Islands and the United States, economically and socially, is curious. The Cayman Islanders have always been seafarers, depending for their livelihood on turtle fishing, boatbuilding and crewing the ships of foreign merchant fleets. But turtle fishing is slowly declining in prosperity and the boatbuilding industry has been at a low ebb since the war. Most of the islands' young men join American merchant ships and many of the girls become clerks and stenographers in Tampa and other American cities. Consequently, the greater part of the islands' income is in dollars, and it has been said that the Cayman Islands earn more dollars per head of the population than any other part of the Commonwealth.

S.S. "CAYMANIA", FORMERLY THE LUXURY YACHT "XARIFA", PUTS IN AT GEORGETOWN, CAPITAL OF THE CAYMAN ISLANDS: "Caymania" carries passengers and a limited amount of deck cargo, and her terminal ports are Kingston, Jamaica, and Belize, in British Honduras. Converted Catalina flying boats of Caribbean International Airways Ltd. also provide access to the island group, and incidentally contact with the American mainland at Tampa, Florida.

IN THE MAIN STREET OF GEORGETOWN, GRAND CAYMAN, THE LITTLE CAPITAL OF THE CAYMAN GROUP: One of the buildings is a dance hall which still bears the inscription "Radio City Junior" a reminder of the wartime occupation of the Caymans by a unit of the United States Coastguard service.

GRAND CAYMAN'S CORAL SHORE: Looking across an inlet to some of the island homes. The people of the Caymans enjoy quite a high standard of living, partly because the younger people in the islands take up employment in Tampa, Florida, or in American merchant ships. Plans are afoot for developing the tourist trade in the Caymans, and the islanders claim that they have all that Bermuda has by natural endowment.

TURTLES ON THE QUAY AT THE NORTH SOUND, GRAND CAYMAN: The island is a reviving depot halfway between the fishing grounds and the markets. The turtles are for the most part destined for the United States, but before they continue the journey their bonds are cut and they are released into a part of the water surrounded by hardwood stockades, thus gaining a welcome period of relief.

HOW THE LIVE TURTLES ARE HANDLED ON ARRIVAL AT THE CAYMANS FROM THE FISHING GROUNDS: Left—Turtles on a raft packed five in a row, belly to shell, and (right) a turtle being unloaded from a fishing boat. Their flippers are pierced and tied and they undergo considerable suffering during transit from the fishing grounds to the American market. About 2500 turtles a year are shipped to the United States via the Cayman islands, but the industry is slowly declining in prosperity. From time to time there has been much criticism of the cruelty involved in binding the turtles and transporting them over long distances.

THE QUEEN CUTS THE TAPESTRY FROM THE WARP WITH A SILVER SKEAN DHU: On the Queen's right is Mr. Ronald Cruikshank, one of the three master weavers, who were present at the ceremony at the Dovecot Studios, Corstorphine, and, behind Princess Margaret, is Sir Arthur Penn. The tapestry of the Royal arms was designed by Mr. Steven Gooden and was ordered by the Queen from the Edinburgh Tapestry Company, two years ago.

A ROYAL TAPESTRY

THE QUEEN AND PRINCESS MARGARET AT CORSTORPHINE

PRINCESS MARGARET HELPS CUT THE FINISHED TAPESTRY: The Royal party was met at the Dovecot Studios by Lady Jean Bertie, sister of the Marquis of Bute. The skean dhu with which the Queen and Princess Margaret cut the tapestry from the warp was presented by Lord Colum Crichton-Stuart.

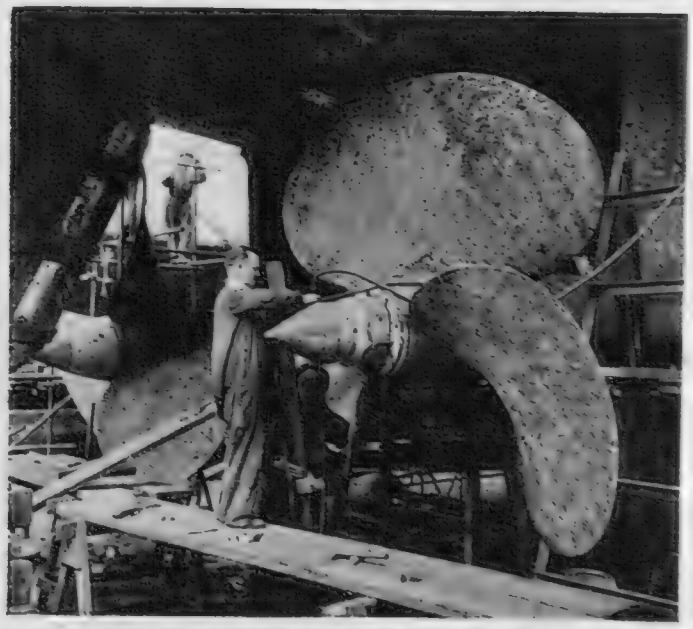
THE FINISHED TAPESTRY OF THE ROYAL ARMS: Designed by Mr. Steven Gooden, it was woven in twenty-five colours by Scottish weavers. The three master weavers, Richard Gordon, Ronald Cruikshank and John Louttit incorporated a four leaf clover in honour of Prince Charles.

RE-FITTING THE ROYAL NAVY'S MOTHBALL FLEET AT THE NAVAL DOCKYARD, ROSYTH: The destroyers "Milne" and "Cavendish" in the dock at Rosyth. These are two of the reserve fleet of which 89 vessels are to be refitted for operational duties. The fleet includes seven destroyers, nine frigates, 16 minesweepers, submarines, landing craft and smaller vessels. Considerable deterioration to fittings in ships anchored in the estuary has taken place owing to the salt atmosphere.

Rosyth Naval Dockyard on the Forth River is engaged in refitting part of the Royal Navy's Reserve Fleet and the submarine "Tantivy", as well as the two destroyers shown on this page, is in drydock there. The "Tantivy" has been found to be so encrusted, through lying idle in salt water, that she may have to go to the breaker's. Several of Britain's oldest warships are now being broken up.

REFITTING THE NAVY'S MOTHBALL FLEET

WEEDS ON THE STERN OF A DESTROYER: The 1,935 ton "Milne" has a neglected look as she lies in the dry dock at Rosyth. She was completed in August 1942 and now, eight years later, is being refitted for further operations, very possibly in the Pacific theatre.



BARNACLES ON THE "MILNE": Workmen drill into the propellor boss. The blades, covered with barnacles, and the worn zinc plates on the rudder bear witness to the action of the salt water.

INVERKEITHING, GRAVEYARD OF BATTLESHIPS

SCRAPPING THE VETERANS OF TWO WARS

BREAKING UP THE "REVENGE" AND THE "ROYAL SOVEREIGN" IN THE YARD OF THOMAS WARD AT INVERKEITHING: Left—Drawing the teeth of the 29,000 ton "Revenge". Workmen breaking up the barrels of the lower turret guns after they had been cut with oxy-acetylene equipment. Another workman is in process of cutting up one of the upper turret guns. Right—The men in the foreground are breaking up scrap aboard the "Royal Sovereign. In the background is the "Revenge". During the last war "Royal Sovereign" was loaned to the Russians and temporarily renamed "Archangelsk". Following her return to Britain the Admiralty ordered that she should be scrapped to provide vitally-needed steel for industry.

STRIPPED TO THE WATERLINE— THE "NELSON", ABOARD WHICH EISENHOWER AND BADOGLIO SIGNED THE ITALIAN ARMISTICE, AS SHE APPEARS TO-DAY: Built in 1927 at a cost of over £7,000,000, this battleship (originally a battle cruiser) displaced nearly 34,000 tons and was the first British warship to carry 16 ins. guns. Fifteen months in Inverkeithing have brought her down to this, and in a few weeks she will be no more than a memory. Her steel may be used to make new ships or new razor blades.

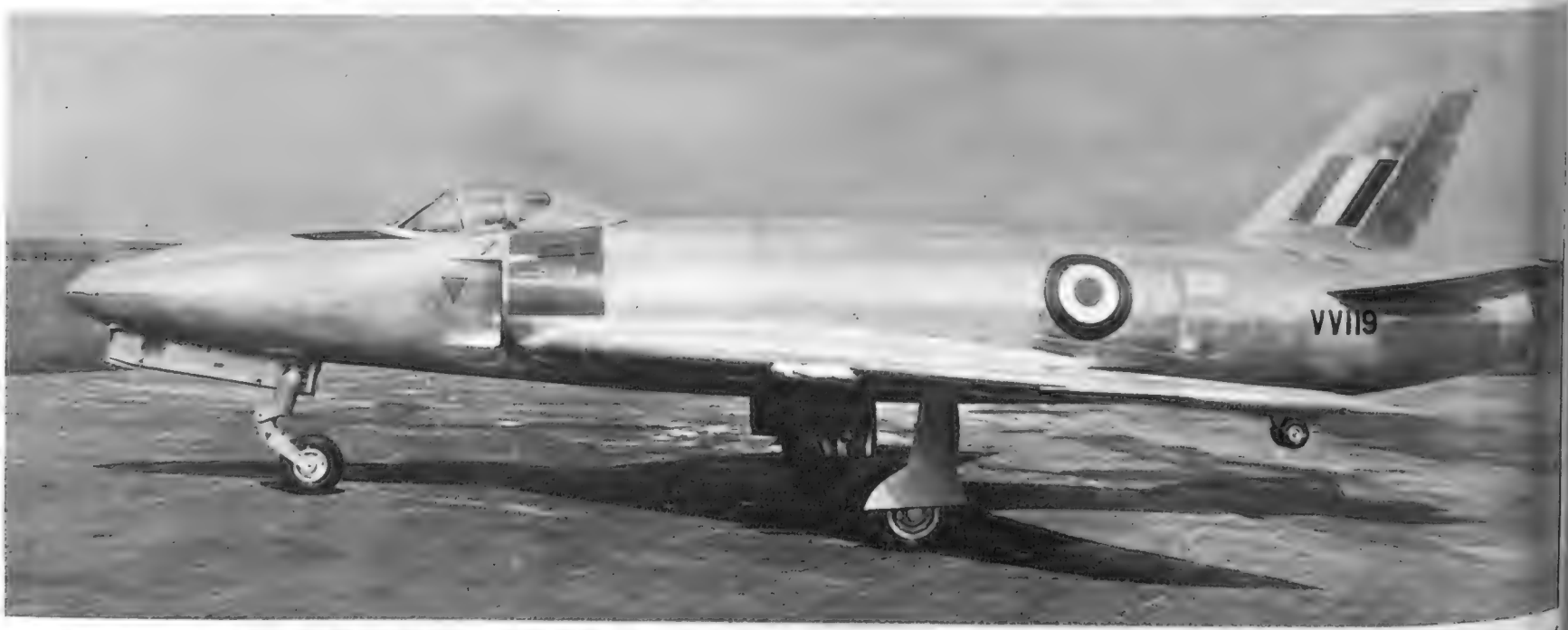
'EVENGE' AND "ROYAL SOVEREIGN" LIE SIDE BY SIDE IN THE INVERKEITHING GRAVEYARD: The two warships as they now appear and, in the background on the left, the hulk of the "Nelso". Below—A large piece cut from the side of the "Royal Sovereign", now reduced almost to the waterline. In the background is the fighting top of the "Revenge". This veteran, begun at Portsmouth in 1914, was the last battleship to be built in a Royal Naval Dockyard.

THE DE HAVILLAND VENOM 11, ONE OF THE LATEST JET NIGHTFIGHTERS, SEEN AT THE FARNBOROUGH DISPLAY OF THE SOCIETY OF BRITISH AIRCRAFT CONSTRUCTORS: The Venom, which is derived from the Vampire, is powered by the Ghost gas turbine whereas the Vampire has a Goblin pure jet engine. It is similar in layout to the Vampire, but has a re-designed wing with a new thin aerofoil section. Like its predecessor the Venom is designed primarily for low-level attacks, carrying bombs or rockets.

"THE FLYING RADAR STATION", WHICH WAS ALSO ON PARADE AT FARNBOROUGH: Here is the first air to air picture of the new Armstrong Whitworth Meteor Jet NF-11 night fighter. Searching the night skies at great heights this flying radar station will have no difficulty in spotting and intercepting any aircraft known today.

BRITAIN'S PIONEER PLANES on PARADE

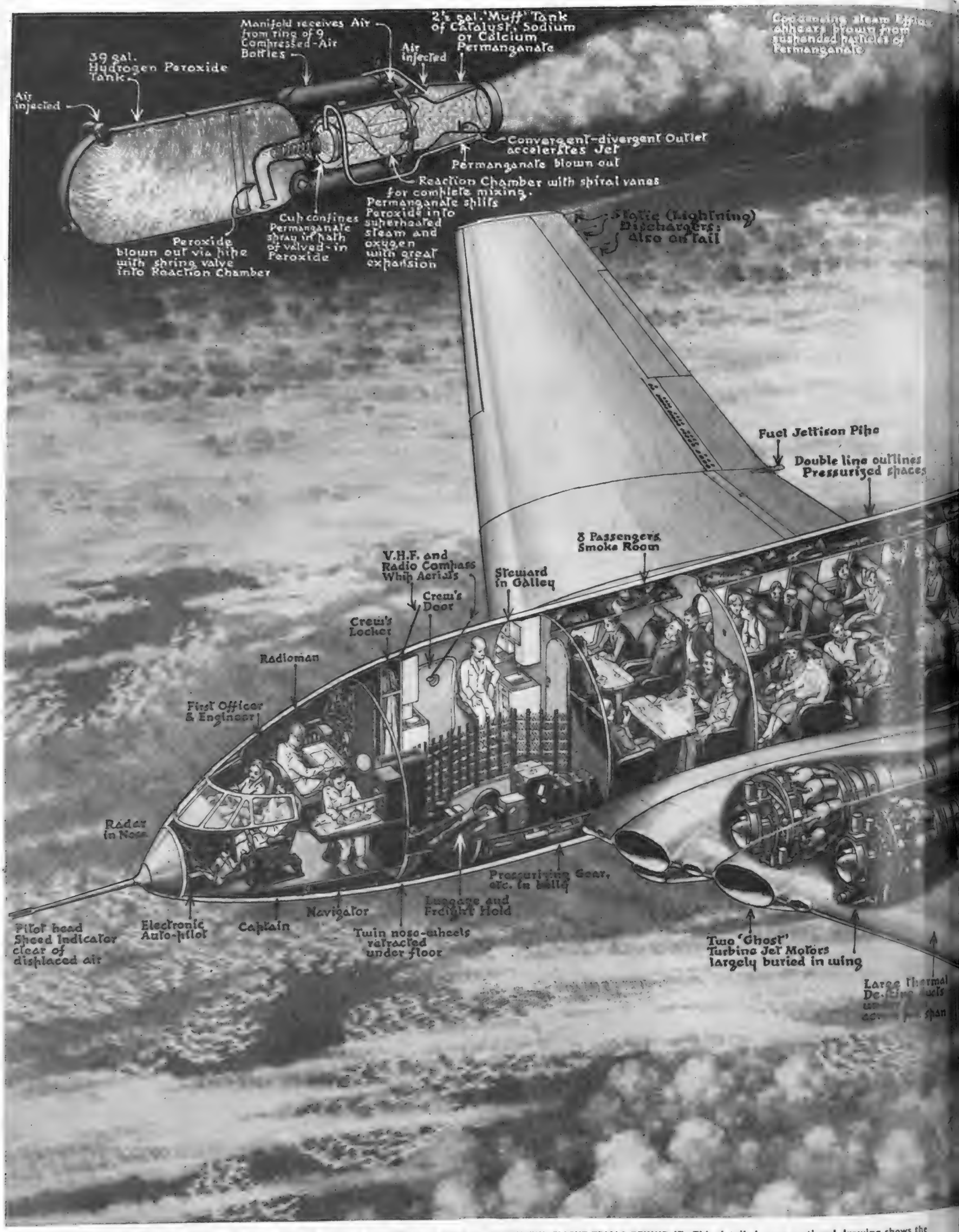
A REMARKABLE ARRAY OF AIRCRAFT AT FARNBOROUGH



PROBABLY THE FASTEST AIRCRAFT WHICH TOOK PART IN THE FARNBOROUGH DISPLAY: This is the Supermarine 535 which made its first flight on August 23. It is the full fighter version of the Type 510 research aircraft, itself one of the fastest machines yet produced in this country. The fuselage is longer than that of the 510, because the Rolls Royce Nene turbo-jet has a re-heat installation to increase speed or rate of climb for short periods. The prototype has four 20 m.m. cannon in the wings.

THE BRISTOL BRABAZON, PRIDE OF BRITAIN'S AERIAL MERCHANT FLEET: While the "Brab" stood on the runway at Farnborough a helicopter hovered overhead. The Bristol Brabazon, Britain's largest landplane, has now been flying for nearly a year, during which time good progress has been made with the extensive flight test schedule prepared for it. The Brabazon 2, now on the stocks, is intended for use by B.O.A.C. on the non-stop service between London and New York, carrying 100 passengers in first class comfort at a cruising speed of 330 m.p.h.

ON THE GROUND AND IN THE AIR AT THE SOCIETY OF BRITISH AIRCRAFT CONSTUCTORS' ANNUAL DISPLAY: Left—The Armstrong-Siddeley Sapphire Meteor is an experimental version of the Meteor fighter. The Sapphire engine is now known to be the most powerful in the world, having already passed a service type test at 7200 lb. static thrust, which means that a single unit has about the same power as the four piston engines in a Superfortress or Stratocruiser. Right—The Blackburn YB-1 anti submarine aircraft showing her paces over Farnborough.

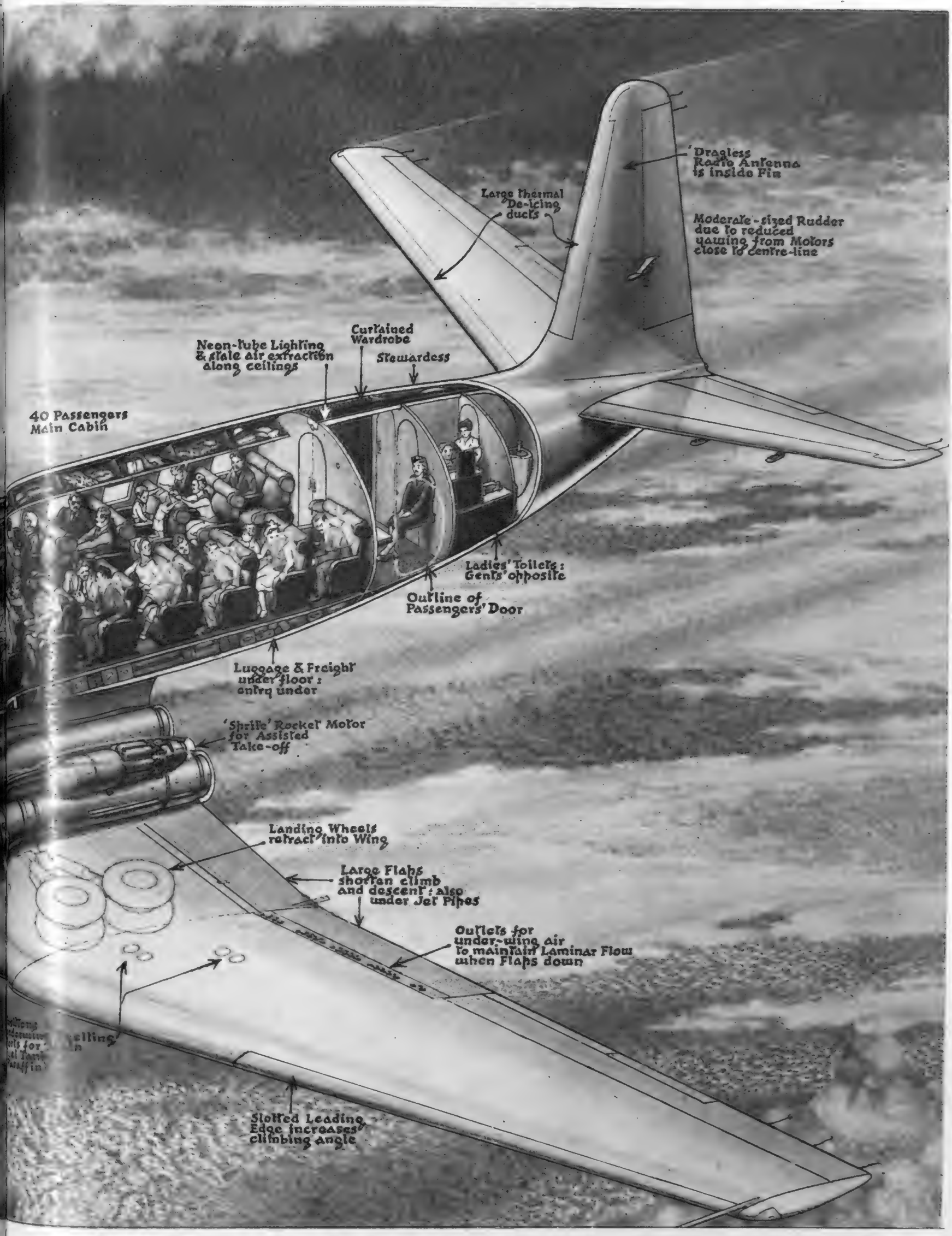


THE DE HAVILLAND COMET WHICH NOW HAS MORE THAN A YEAR OF SUCCESSFUL FLIGHT TRIALS BEHIND IT: This detailed cross-sectional drawing shows the great transport in flight. The Comet provides pressurised comfort for between 30 and 48 passengers, and it is intended to operate at 40,000 ft., cruising at about 500 m.p.h. The use of assisted-take off rockets as a permanent installation is novel. In addition to two prototypes the de Havilland Company is building 14 Comets for use by B.O.A.C and a firm order has also been placed by Canadian Pacific Airways.

The particular version of the Comet illustrated is that with largest passenger accommodation—48—for the shorter stages—on order for Canadian Pacific Air lines Vancouver—Hong-Kong service, 6,800 miles in 20 hours, including 3 short hour halts. The average speed on such stages is cut by the wonderfully long climbs and descents made right through the cloud-bearing atmosphere. At 40,000 ft. cruising speed is 500 m.p.h., the efficiency of jets increasing with altitude.

36—seater Comets, with a 3,000 miles range are to be more numerous; more fuel being then, of course, carried. Crew is reduced to six, 4 flying personnel, steward, stewardess. A separate Flight Engineer is unnecessary owing to the greater simplicity of jets. The 3rd. Comet, the 1st. of 14 for B.O.A.C., is expected to be in the air before the end of the year. De Havilland's have been in advance of schedule ever since the inception of this project. This will have the new 4-wheel bogie undercarriage, as indicated in the diagram, in place of the single larger wheel of the prototypes. The chief object is to spread the weight, so that more existing runways will be strong enough to use.

Jet performance falls off somewhat at take-off in the Tropics, specially from high-altitude airfields. That at Nairobi, is 5,370 ft. above sea-level. Additional thrusts must be available for the brief moments when the machine is becoming airborne. This is provided for by installing a de Havilland "Sprite"



between each pair of main jet tail-pipes. This is the first British rocket-motor. Its main details are shown inset at the top-left corner. It comes into action towards the end of the take-off run, when the Comet is approaching 100 m.p.h. One "Sprite" produces a remarkable extra thrust of 5,000 lbs.—equivalent to an extra "Ghost"—for 9 seconds.

It is illuminating to reflect that—under actual service conditions—5 of the present Comets—without assured improvements already in hand—could ferry as many passengers across the Atlantic per year as can the "Queen Elizabeth". It would take 8 or 9 eleven-engined air liners to do the same.

THE COMET IN ACTION

THE WORLD'S FIRST SUCCESSFUL JET TRANSPORT PLANE

Specially Drawn for THE SPHERE *by Clatworthy, copyright reserved*

THE VENICE CARNIVAL

REGATTA DAY ON THE GRAND CANAL

VENICE EN FETE- THE PICTURESQUE SCENE ON THE GRAND CANAL DURING THE ANNUAL GONDOLA REGATTA: As usual all sorts of craft crowded the canal for the procession. The gondolas are grouped according to size and type, and each section races down the canal.

The Venice regatta originated during the thirteenth century after the ruling Doge had watched a procession of colourfully draped gondolas stream across the bay in honour of the Feast of the Assumption. He then decided that a feast should be held essentially for the gondoliers. For the regatta the gondoliers put on their finest costumes, decorate their gondolas, and pass in a long file in front of the platform of the dignitaries

A CRUISER TO THE RESCUE : H.M.A.S. "Australia" arrives off Heard Island with medical aid for a sick doctor stationed at the Australian Missions' Antarctic base. This was the third ship to attempt the doctor's relief.

In July a message received in Australia from the Antarctic Base on Heard Island stated that the young Ukrainian-born medical officer was suffering from appendicitis and that immediate medical aid was necessary. The Doctor, 30 year-old Serge Udovikoff, said that unless he received help he would operate on himself with the aid of the two biologists of the party. The liner, "Port Philip", was then diverted from her London-Australia course to dash south with the necessary help. Within a few hours sailing time from the island, however, heavy seas forced her to abandon the voyage. The British freighter, "Perthshire", was then despatched to the area but she, too, had to abandon the attempt owing to shortage of fuel. The 10,000 ton Australian cruiser, "Australia", was then ordered to Heard Island, and after battling her way through heavy seas was successful in taking off the sick doctor and landing reliefs.

DRAMA AT HEARD ISLAND

THE THREE ATTEMPTS TO TAKE MEDICAL AID TO THE SICK DOCTOR IN ANTARCTICA

THE CRUISER'S CUTTER TAKES OFF THE SICK DOCTOR: Dr. Udovikoff is seen wrapped in blankets as the cutter prepared to return to the ship. Two relief doctors for the Antarctic Mission travelled in the "Australia", and were landed on Heard Island at the time of the rescue. A gale interfered with relief operations.

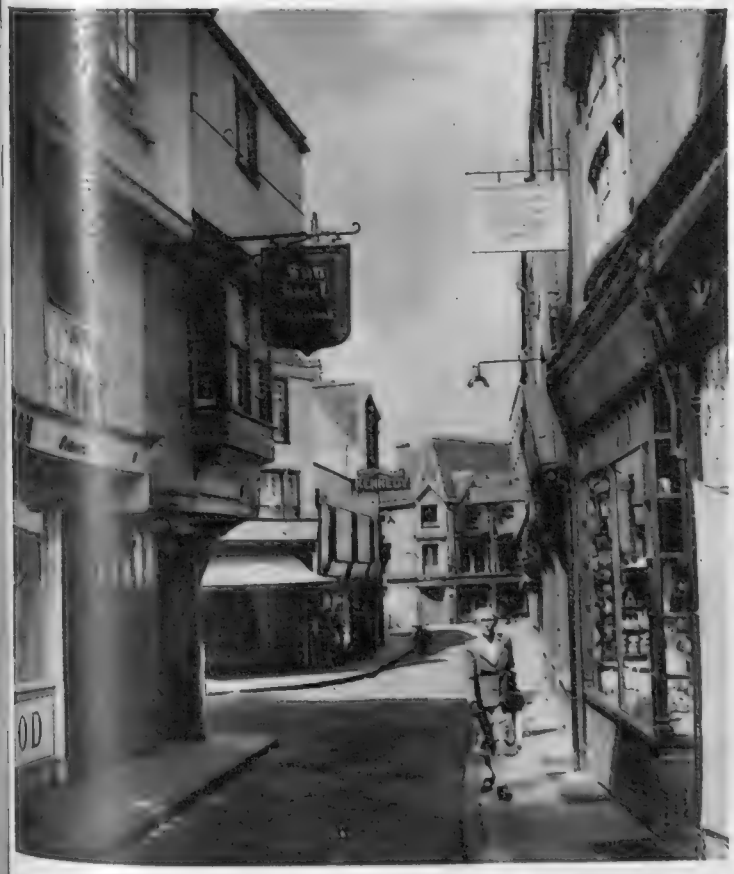
AFTER THE RESCUE FROM HEARD ISLAND: On left—The sick scientist on board the cruiser "Australia". Above— Dr. Udovikoff re-united with his wife Tassia and his three-year-old daughter Natalia at Fremantle, Western Australia.

A NEW TRAM TRACK FOR THE FESTIVAL OF BRITAIN: The crowds which are anticipated for next year's exhibition are already being considered in terms of traffic congestion and a half mile of new tramway track is now being laid near the County Hall, Westminster, to cope with the increased traffic. The new track will not, however, be in use for very long for, of the nine services which will use it, four are to be withdrawn towards the end of next year and the other five will in all probability stop running early the following year after only a few months' use.

HOME NEWS in PICTURES

EXMOOR PONIES AT WOOLWICH: The mare, foal and stallion from a herd, which has been running on the Lammermuir Hills at Kidshielhaugh for the last two years, travelled from Scotland to King's Cross in horse boxes before being let loose in the London County Council's Maryon Wilson Park at Thorntree Road. The herd in Scotland is being studied by the Royal (Dick) Veterinary College, Edinburgh, as part of the research into the history of early British native horses.

CUTTING TH[E] BLACK GRAPES FROM THE FAMOUS GREAT VINE AT HAMPTON COURT: Mr. Tizzard, Keeper of the Vine, cuts the grapes, while Mr. N. Rawlings, Parks Foreman, weighs them. Prospective purchasers may be seen with their noses to the window of the greenhouse on the left. The Great Vine was planted in 1769. It is expected to yield about a thousand bunches this year which will bring about £500 to the Ministry of Works, when they are sold to the public.



"MR. MICAWBER'S WINDOW" AT CANTERBURY: The former Sun Hotel is now tenanted by a watchmaker. The building, erected in 1503, was referred to in "David Copperfield" as the Little Inn. In the bay window on the first floor, Mr. Micawber used to sit "waiting for something to turn up". Heavy traffic has caused damage to the building and an appeal for its preservation has been sent to the Minister of Transport.

THE PREMIER'S SISTER RETURNS FROM SOUTH AFRICA: 75 year old Miss Mary Attlee is staying with her nephew, the Rev. Philip Cornish, at Dane Hill Vicarage, Hayward's Heath, after returning from Africa, where she has worked for forty years among the coloured population. Miss Attlee gives a tired heart as her reason for retirement, but she is to start a new mission here telling the story of the plight of the Cape coloured people under the Malan gospel of "apartheid".

TWO STATELY HOMES ARE IN THE NEWS

WOTTON HOUSE, DORKING, THE BIRTHPLACE OF JOHN EVELYN, WHICH IS TO BE CONVERTED INTO A NATIONAL FIRE SERVICE COLLEGE: Wotton House has been the residence of the Evelyn family since the sixteenth century, when George Evelyn achieved fame as the first to introduce gunpowder into England. John Evelyn, the diarist, was born at Wotton in 1620, and there through the centuries his manuscripts have been preserved together with other historical relics, including a blood-stained prayer book used by Charles I on the scaffold and a pinch of Guy Fawkes' gunpowder. When Wotton becomes a National Fire Service College it will have a permanent staff of 120, and 30 part-time domestics for 60 students.

PENNSYLVANIA CASTLE, DORSET, WHICH IS TO BE PUT UP FOR SALE: This castellated mansion was built in 1800 by John Penn, Governor of Portland, at the suggestion of King George III, who also bestowed on Governor Penn the ancient Rufus, or Bow and Arrow Castle (on right), which, perched on a rocky crag, now forms part of the estate. In the foreground are the ruins of the parish church of St. Andrew, which was destroyed in a landslide.

GUARDSMEN IN THE HOUSE

FOUR HUNDRED GRENADIERS AND COLDSTREAMERS ASSIST IN TESTS IN THE NEW CHAMBER

GUARDSMEN CHANGE BOOTS FOR SLIPPERS BEFORE ENTERING THE REBUILT CHAMBER OF THE HOUSE OF COMMONS: Four hundred Grenadier and Coldstream guardsmen assisted in tests of the ventilation, heating and acoustics of the new Chamber. The men talked and listened to lectures but were not allowed to smoke. The engineer in charge of the heating installation stated that people, when excited, generate four times as much heat as when they are sitting quietly, and a critical debate can play havoc with the temperature.

BOOTS ON PARADE: One of the two military policemen stands guard over 800 ammunition boots which were left in New Palace Yard when the guardsmen changed into plimsolls before entering the new Chamber of the House of Commons.

GUARDSMEN LINE UP IN THE FORECOURT OF THE HOUSES OF PARLIAMENT: The new Chamber is due to be opened on October 26th. The guardsmen, who were assisting in the tests, listened to a speech by Mr. R.F.E.Borland of the London Services Education Committee, who lectured them on the functions of the various courts of law. Lord Morrison, Parliamentary Secretary, Ministry of Works, also spoke and demonstrated what happens when a Member crosses the floor of the House.

BRITISH TROOPS ARRIVE IN KOREA : The 1st. Battalion Middlesex Regiment and the 1st. Battalion Argyll and Sutherland Highlanders went into camp after their arrival from Hong-Kong. Within a week, however, they were moved into the front line on the Naktong River, and had suffered their first casualties. One platoon was cut off and had to be supplied from the air. The British troops had had sixteen months' training in the hills behind Hong-Kong, in terrain markedly similar to that which they are meeting in South Korea at the present moment.

ON THE KOREAN FRONT

THE BRITISH TROOPS ARRIVE AT THE PORT OF PUSAN

ARGYLLS ON A SOUTH KOREAN AIRPORT: Members of the advance guard of the British battalions wait to collect their kit from the aircraft which brought them from Hong-Kong. After liaison with American officers, they visited the front line.

HOW TO USE A BAZOOKA : An American soldier shows how the anti-tank weapon is lined up on its target, somewhere in Korea. Note the shattered barrel of the tank's gun, which had already been effectively put out of action.

BUILDING AN AIRSTRIP IN SOUTH KOREA : Left— An old peasant dumps his load of rock from a primitive basket. Above— Korean labourers in action on the new airstrip which is being constructed largely with native labour. Many civilian South Koreans have been recruited.

NEW BRIDGE ON THE NAKTONG LINE: South Korean labourers build a bridge of bags, mud and rocks across a tributary of the Naktong River, east of Taegu. Behind the half finished span of the new bridge is a pontoon bridge put up by United States Army Engineers. This will take normal vehicles only, while the permanent structure will enable tanks to cross. Crude native labour is being supplemented by modern drills and machinery for the new bridge.

THE FIREFLOAT "MASSEY SHAW" STANDS BY TO DIRECT WATER ON THE THAMES WAREHOUSE BLAZE: Altogether there were thirty pumps in action, including two firefloats. Blazing paraffin wax sent dense volumes of black smoke above the Thames. Several firemen were injured by the boiling wax, and four barges, laden with wood and tied alongside the wharf, were badly damaged. About 100 tons of paraffin wax in sacks was stored in the warehouse.

THE GREAT FULHAM BLAZE

LONDON FIREMEN FIGHT THE FLAMES IN A WAX WAREHOUSE

On Left:—
THE FIRE VIEWED FROM THE WANDSWORTH SHORE: This aerial view, showing Wandsworth Bridge on the left, was taken at the height of the blaze when firemen were fighting desperately to prevent it spreading to a timber yard on one side and to electrical transformers near Fulham Power Station on the other. Access to the fire was made more difficult not only by the collapse of the crane, which is seen in the pictures on the opposite page, but because the boiling paraffin wax which was running along the yard blocked the roadway outside Convoys Wharf.

SMOKE BILLOWS OVER THE RIVER AT CONVOYS WHARF, FULHAM: A party of firemen ck their hoses out to one of the barges on the Thames and attempted to keep the fire om spreading to the other barges moored alongside the wharf. The crane, seen within the area of the blaze, eventually collapsed on the wharf.

E UP OF THE RIVERSIDE INFERNO: Left Firemen standing round the crane which crashed onto the wharf. Right—Working on the foreshore where they directed their hoses onto the ning barges. Three firemen were burned about the legs and feet, the wax penetrating their long boots. Others were burned about the body when they slipped into the wax while trying to control their hoses. The fire which started early in the afternoon was under control within two hours.

THE LITTLE HUT

A THEATRICAL FROLIC AT THE LYRIC THEATRE

"The Little Hut", which has been delighting audiences at the Lyric Theatre, has a slender cast, consisting of three principal characters, and the slenderest of themes, the eternal triangle as played out on a desert island where husband, wife and lover are forced to dwell in even closer proximity and under very different conditions to those obtaining when the husband had an office and, conveniently enough, was wont to visit it five days a week. The result is a desert island comedy rich in humour and in fantastic situations. There are two huts, the Big Hut and the Little Hut, and who shares them with whom, and when, constitutes the main theme of this tropical design for living. The play is adapted from the French of Andre Roussin by Nancy Mitford. Oliver Messel, as in "Ring Round the Moon", is responsible for the desert island decor complete with giant breadfruit, cocoanuts, exotic plants and butterflies as extravagant in size as are some of the play's situations. When the plot begins to wear a trifle thin the appearance of The Stranger adds a new touch of piquancy.

THE ETERNAL TRIANGLE, WITH GALLIC TWISTS: Robert Morley, as the husband, Joan Tetzel, as the wife, and David Tomlinson, as the best friend and lover, in Andre Roussin's "The Little Hut", at the Lyric Theatre, a domestic comedy which has its setting on a desert island and whose characters are survivors from a wrecked cruising liner. The three castaways brought with them to the island nothing but the evening dress they stand up in. With the arrival of the Stranger, a fourth character, the play takes another new twist, and the third act, which might have flagged, is thus well sustained.

THE STRANGER SERVES A SUMPTUOUS DINNER FOR THE CASTAWAYS: The Stranger (Geoffrey Toone), who frightened Philip, Susan, and Henry by posing as an Indian chief, but who turns out to be a cook from Copenhagen, brings Philip his coffee. On right — Philip and Susan digest their meal, Henry keeps watch.

THE FUHRER AND HIS HENCHMEN GO TO THE OPERA: Luther Adler as Adolf Hitler in the new American film "Heil" which has just been produced in Vienna. Joseph Goebbels, Goering, and Himmler are also seen with the Fuhrer. Hitler is killed in the course of the film, and is replaced by a double. According to the story the double was responsible for the downfall of the Third Reich by reason of the series of impossible orders he gave.

WAR PERSONALITIES

Winston Churchill and Adolf Hitler in Two New Films of the Second World War

"WINSTON CHURCHILL WITH THE HEAD OF THE BRITISH INTELLIGENCE SERVICE", AS THEY APPEAR IN THE RUSSIAN FILM "SECRET MISSION": Mr. Churchill is portrayed by the Russian actor A. Vysotsky. One of the big moments in the film is when Mr. Churchill is shown begging Stalin to mount an offensive in 1945 to relieve pressure in the Ardennes, and at the same time he is revealed as negotiating a separate peace with Germany.

"THE BLONDE BOMBSHELL", EVA BRAUN IS INTRODUCED TO THE VARIETY AUDIENCE: The man who later plays the part of Hitler's "double" is seen with the woman whom the Fuhrer weds in the hour of Germany's overthrow.

SELLING A FORGER'S TREASURES

THE VAN MEEGEREN SALE AT AMSTERDAM

WHAT AM I BID FOR THE PORTRAIT OF "MRS. LUYTING" BY THE LATE HANS VAN MEEGEREN?: Mr. Paul Brandt, Amsterdam auctioneer, is seen engaged in selling pictures and property of the Dutch painter, who died bankrupt in 1947 after having forged a series of pictures in the manner of Jan Vermeer, Pieter de Hoogh, and Terborch, which deceived the experts. The prices at the sale were not high. "The Singing Lesson", attributed to Terborch, but probably forged by Van Meegeren, sold for £600, while "Christ Preaching in the Temple", which was painted by the forger in the presence of Government witnesses to prove his contention that he had really fooled the Nazis into buying false masterpieces, brought only £300. Art dealers present at the sale were deeply interested in the equipment used by Van Meegeren in his work.

THE DEALERS FOREGATHER AT NO. 321 KEIZERSGRACHT, THE STUDIO ON THE AMSTERDAM CANALS, TO SEE THE DISPOSAL OF THE VAN MEEGEREN TREASURES: Left—A Dutch conversation piece and other items in the great sale. Right—A genuine Van Meegeren, a crayon drawing of a musician, attracts the deep attention of the art dealers. During his lifetime Van Meegeren made about £1,000,000 from faked pictures, and it was not until 1945 that the forgeries became known on Van Meegeren's confession when he was facing trial for pro Nazi activities.

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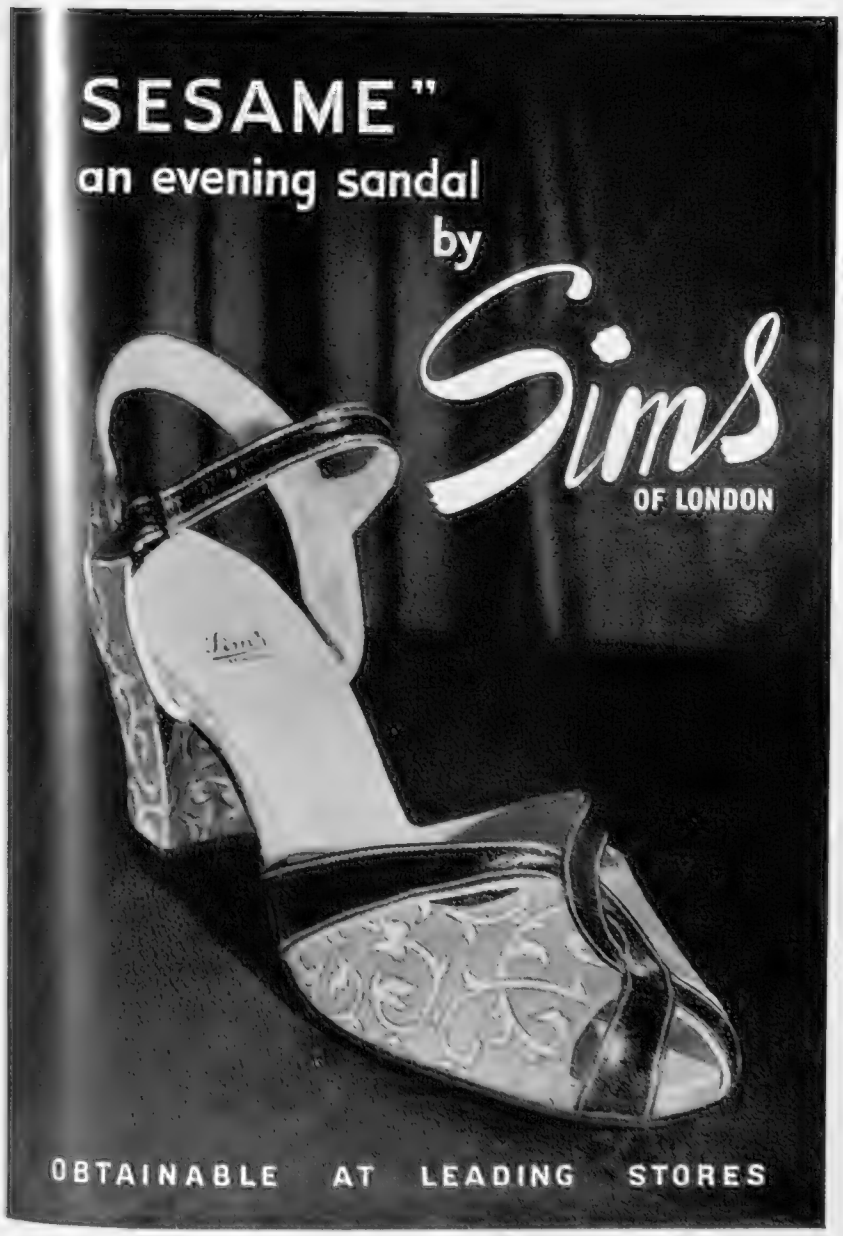

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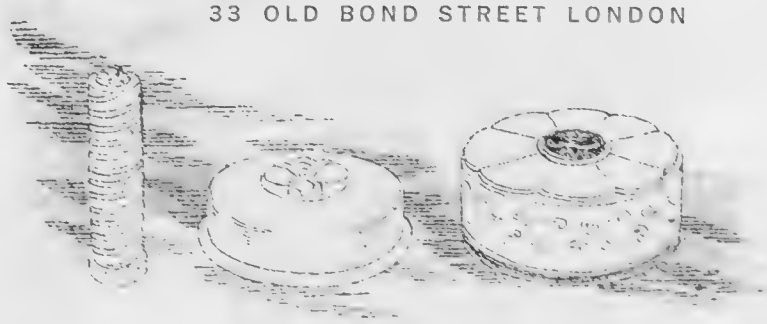

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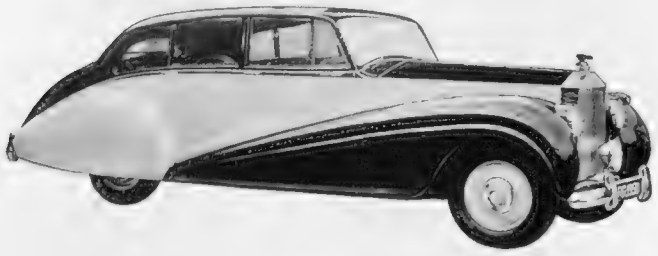

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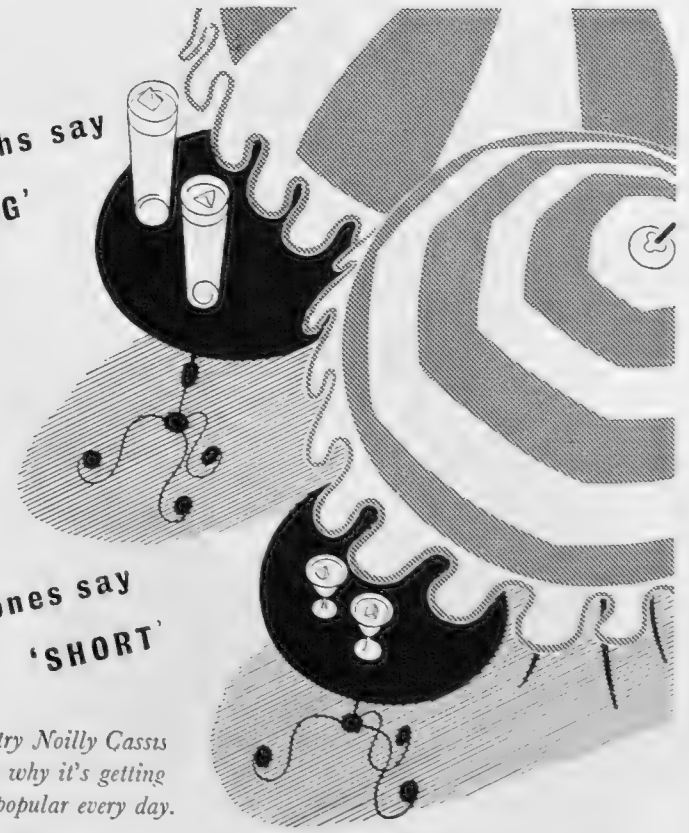

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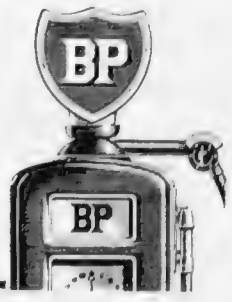

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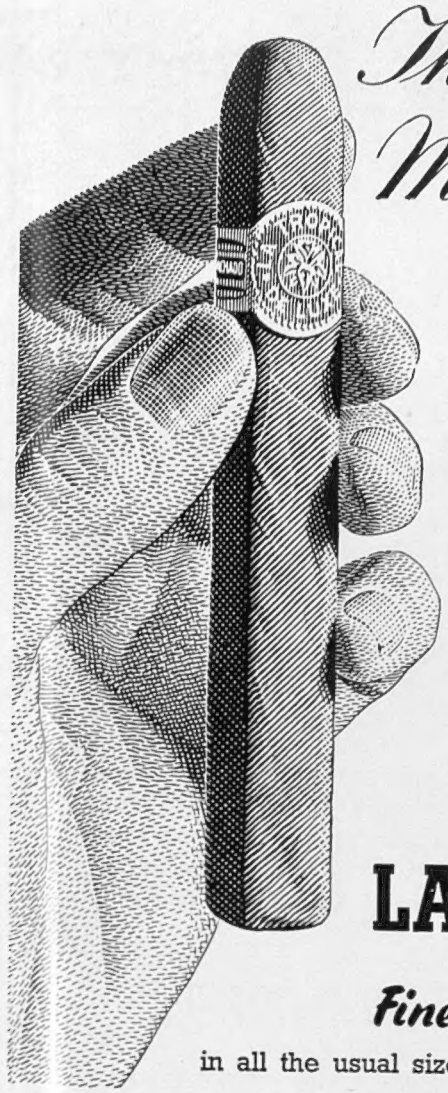

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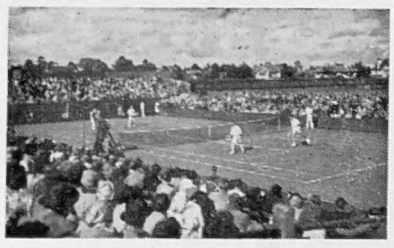

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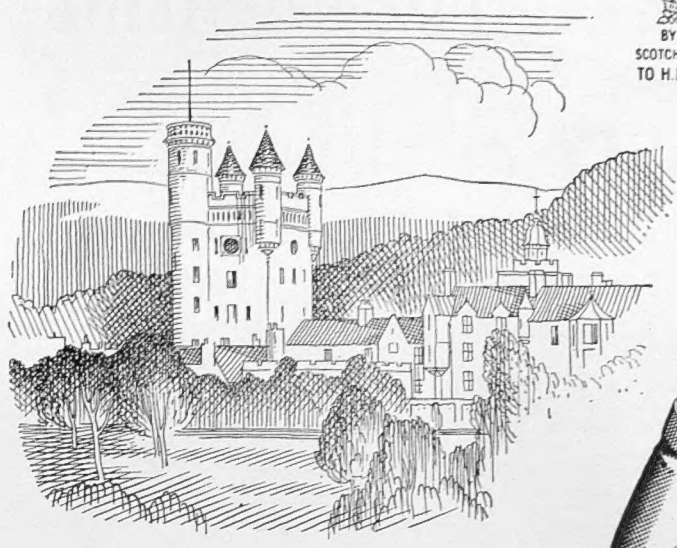

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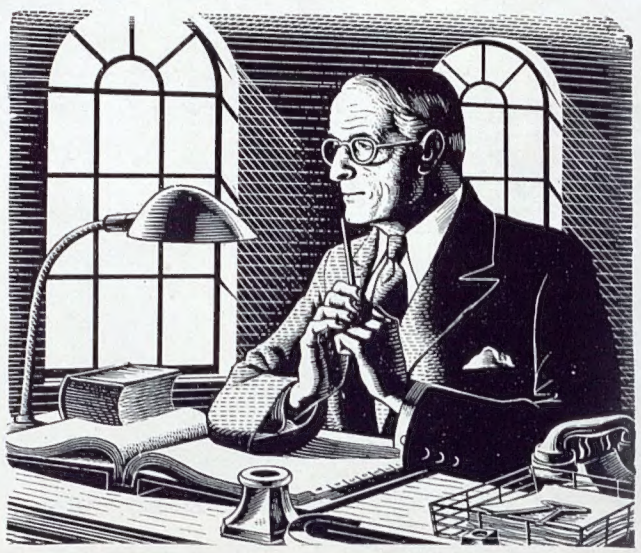

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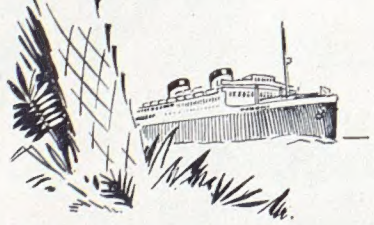

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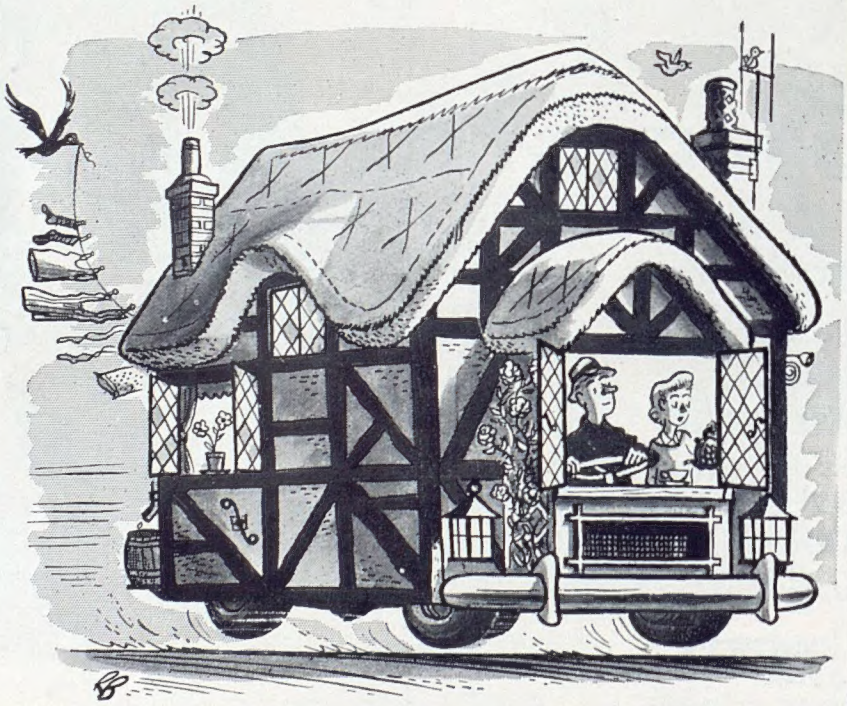

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